





**SUSPENSION AND CONTROL SYSTEM FOR LEANING VEHICLE**

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**Publication date:** 1999-09-23  
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- **international:** *B60G7/00; B60G21/00; B62D9/02; B62K5/04;*  
*B60G7/00; B60G21/00; B62D9/00; B62K5/00; (IPC1-7):*  
*B60G7/00*  
- **european:** B60G7/00A; B60G21/00D; B62D9/02; B62K5/04  
**Application number:** WO1999US05427 19990315  
**Priority number(s):** US19980078195P 19980316

**Cited documents:**

|   |           |
|---|-----------|
|  | US3002742 |
|  | US4288096 |
|  | US1919670 |
|  | US2206101 |

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**Abstract of WO9947372**

Briefly, a suspension (10) for a three-wheel vehicle to improve comfort and safety by facilitating body and wheel lean while supporting vehicle weight, absorbing road forces, damping oscillations, and accommodating vehicle propulsion. The suspension is an articulated structure (14) approximating a flexible parallelogram between two opposite wheels of the vehicle. Roll angle is controlled by the rider or by a servomechanism that causes changes in a diagonal dimension of the parallelogram. Damping is achieved by a linear hydraulic damper unit placed so as to resist changes in flexure of a transverse beam spring (21) while allowing roll freedom.

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